

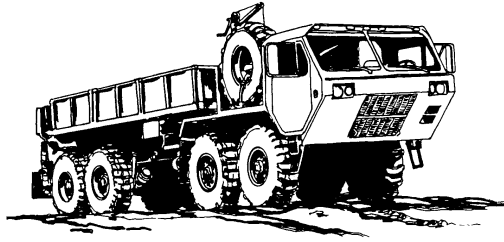
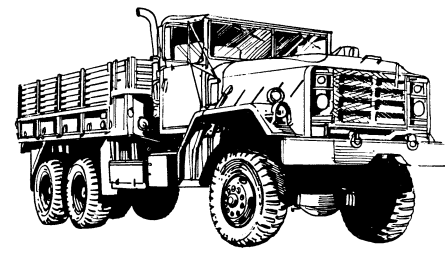
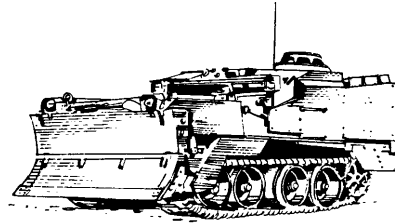


DRIVER IMPROVEMENT TRAINING

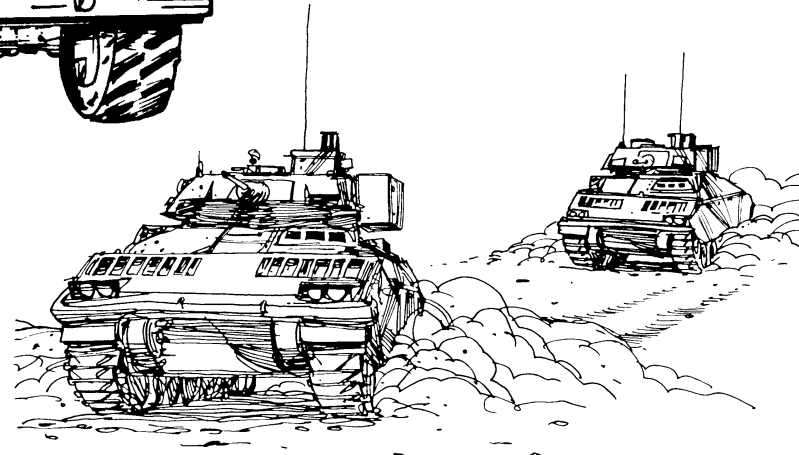
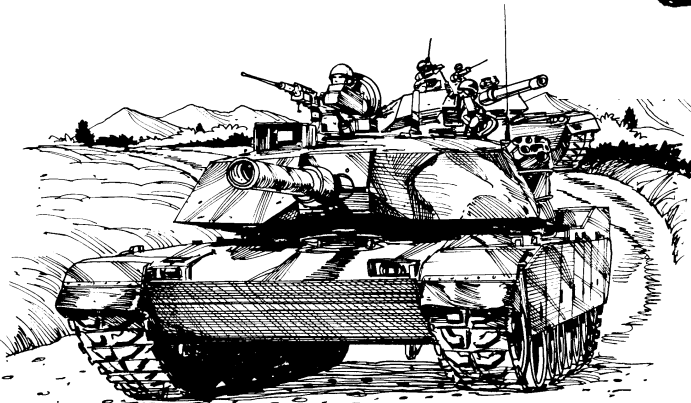
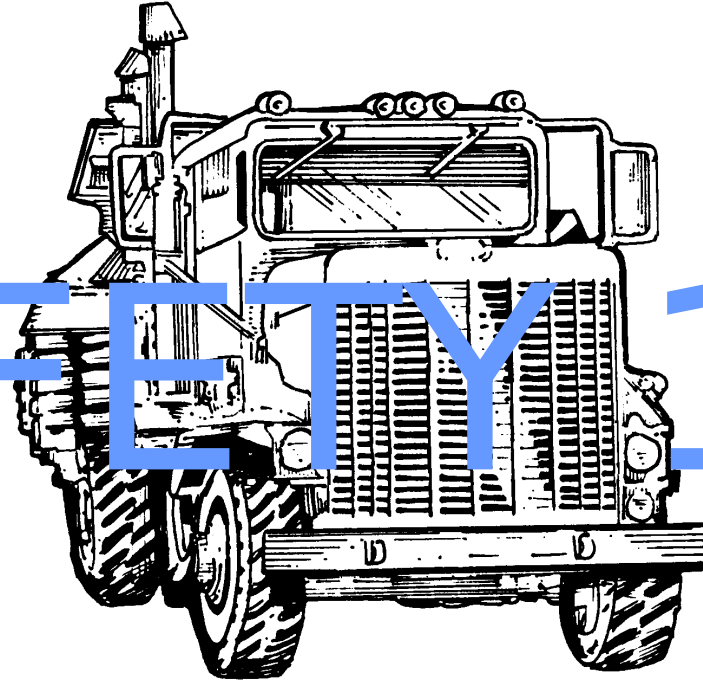


Command Safety Office Presents





SAFETY 101





2ID DIT Instructor



2ID DIT Instructor

SSG Scott 732-7071

scottjc@usfk.korea.army.mil

- **Tues 0900-1130: Camp Stanley Theater**
- **Wed 0900-1130: Camp Howze Broken Heart Training Center**
- **Fri 0900-1130: Camp Casey Theater**



Ground Rules



- Cell Phones & Pagers
- Drinks, Break Area & NO Sleeping
- No Tobacco chewing
- Emergency Procedures
- Sign roster legibly
- Personal Equipment / Trash
- DIT Cards / Handout Materiel



SAFETY REGS. AND WEB SITES TO ASSIST YOU IN YOUR MISSIONS



- **AR 385-55**
- **USFK Pam 385-2**
- **USFK Reg. 190-1**
- **USFK Reg. 190-2**
- **2ID Reg. 55-5**
- **2ID Reg. 55-2**
- **2ID Reg. 56-4**
- **2ID PS #11**
- **USASC <https://safety.army.mil>**
- **2ID <https://www-eusa-3.korea.army.mil/2ID/>**



Overview



- DIT Requirements
- Command Safety Philosophy
- What is an Accident
- Class A-D Accidents
- Causes Factors
- Leader/Soldiers' Responsibilities
- Lost Resources



Overview



- **Right Lane Division/ Policy Letter #11**
- **Provost Marshal Services Provided**
- **Lesson Learned (Role of the NCO)**
- **Driving in Korea (Video)**
- **Korean Driving Hazards**
- **Korean Driving Customs**
- **What Is Defensive Driving**



Overview



- Characteristics Of A Defensive Driver
- Types Of Drivers
- Post Mishap Actions
- Vehicle Accident Prevention Program
- Roadside Checks
- Command Safety Office Duties And Responsibilities



IAW 2ID REG 56-4 DIT Requirements



All 2ID personnel who operate or TC/VC a military vehicle in Korea are required to attend the Driver's Improvement Training.



DIT Purpose



Designed to cover the hazards and problems unique to the ROK. This course will cover those skills necessary to ensure that 2ID drivers and TC/VC are well trained in all aspects of safe vehicle operation.



Command Safety Philosophy



“First, soldiers are responsible for acting and operating in a safe manner. It is a critical combat discipline. Second, leaders must assess every operation to identify unacceptable risk and establish effective controls. Third, good training develops proficiency which leads to safer operations. We train hard to keep soldiers alive in combat; we must work equally hard to preserve their lives and health in peacetime.”



Command Safety Philosophy



THE MOST DANGEROUS JOB IN
ARMISTICE IS DRIVER. THE
MOST IMPORTANT PERSON TO
MITIGATE THIS RISK IS THE TC.

MG WOOD



Commander's Intent



- Do the right thing vs. do the thing that's best for me
- Standards vs. through-put
- Quality training equals good NCOER/OER vs. flashy training equals good NCOER/OER
- I'm here to train them vs. they're here for my training
- Risk managers get ahead vs. risk taker get ahead



What Is An Accident?

An unplanned event that causes personnel injury or illness, or property damage.

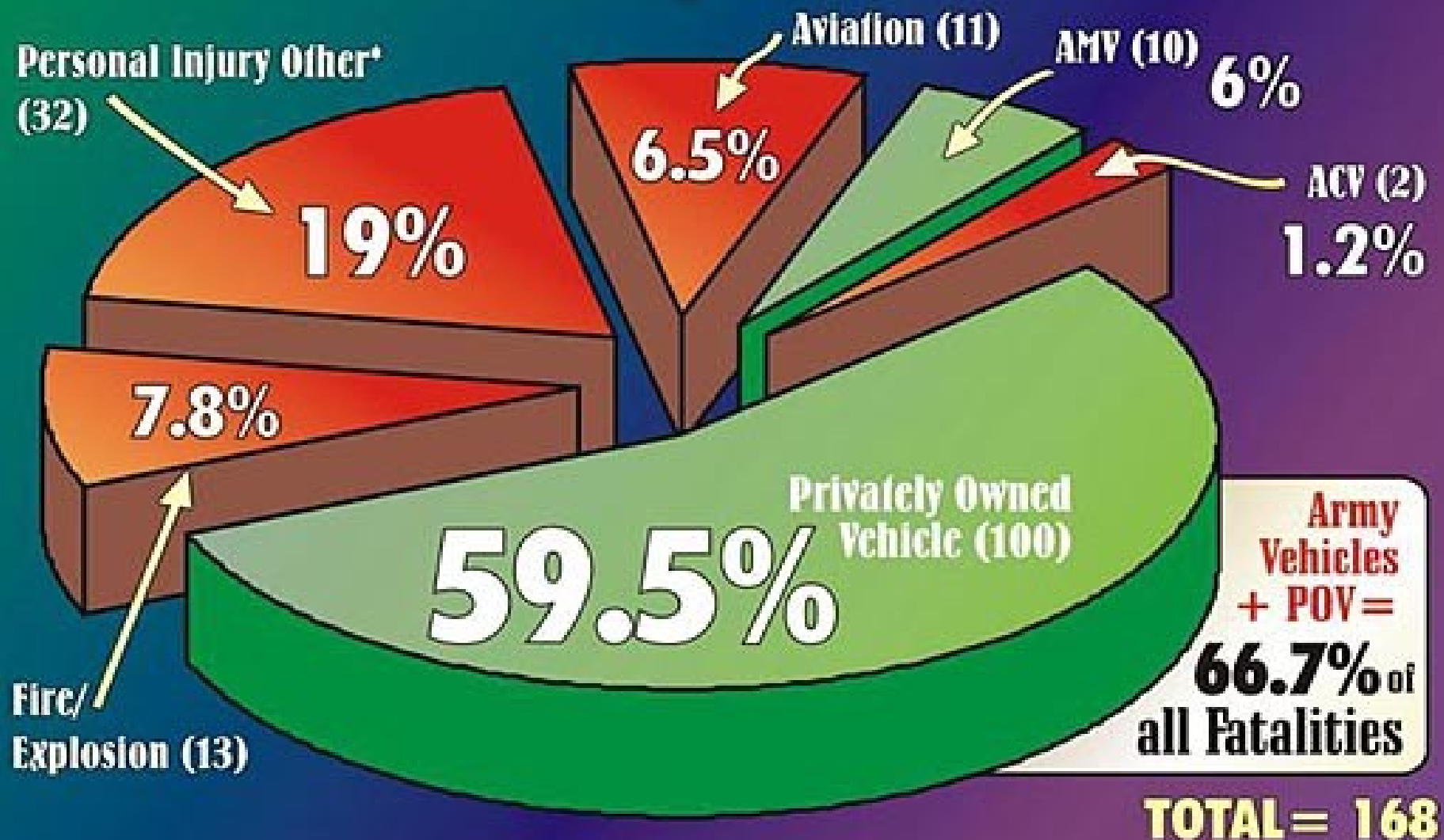


Accident Classes



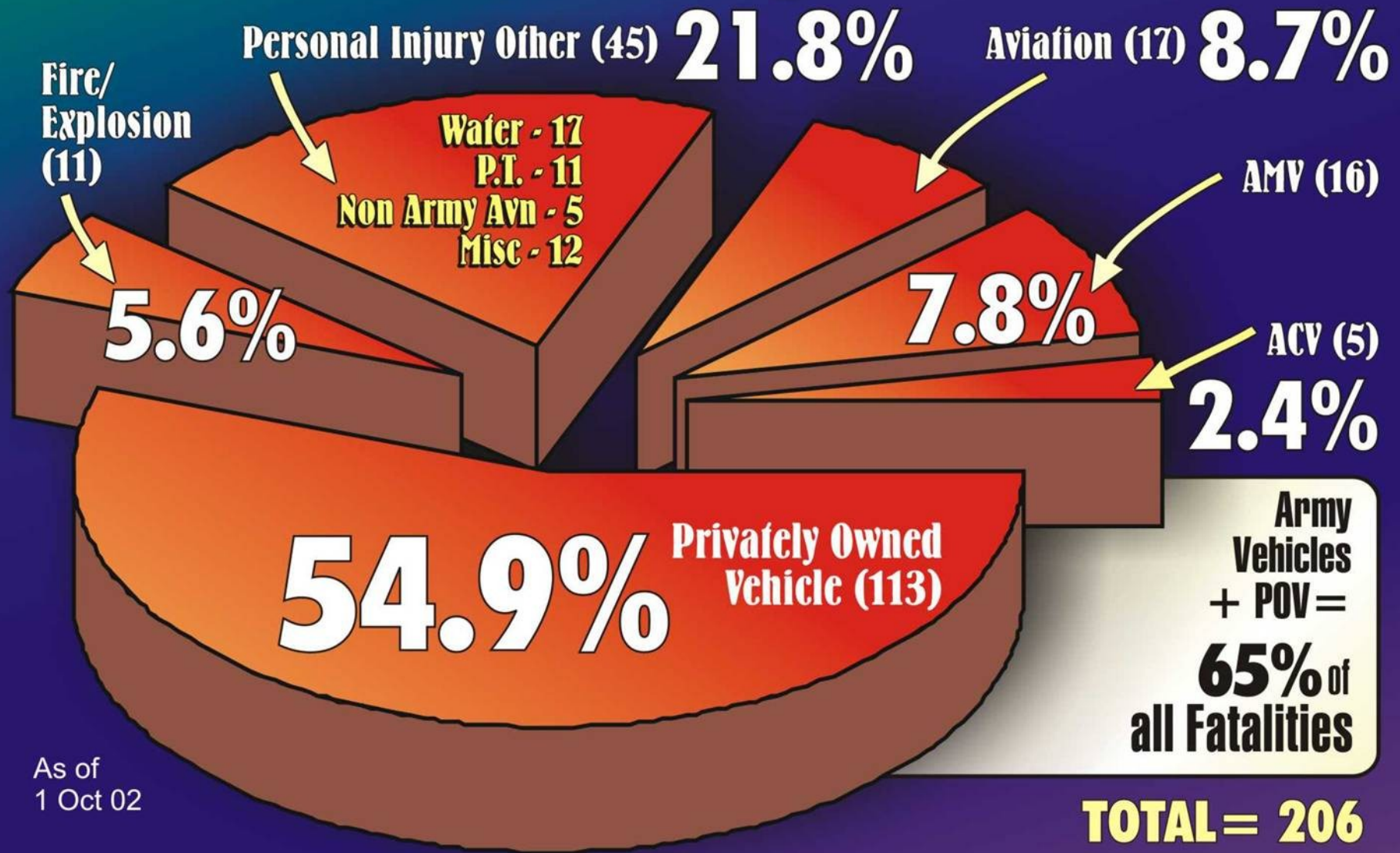
- **Class A**
 - **Fatality or permanent total disability**
 - **Property damage \$1million or more**
- **Class B**
 - **Damage \$200K or more but less than \$1 million**
 - **Permanent partial disability, or three or more hospitalized**
- **Class C**
 - **Damage \$20K or more, but less than \$200K**
 - **Injury causing loss of time from work beyond the day on which it occurred**
- **Class D**
 - **Damage \$2K or more, but less than \$20K**

FY01 Army Fatalities



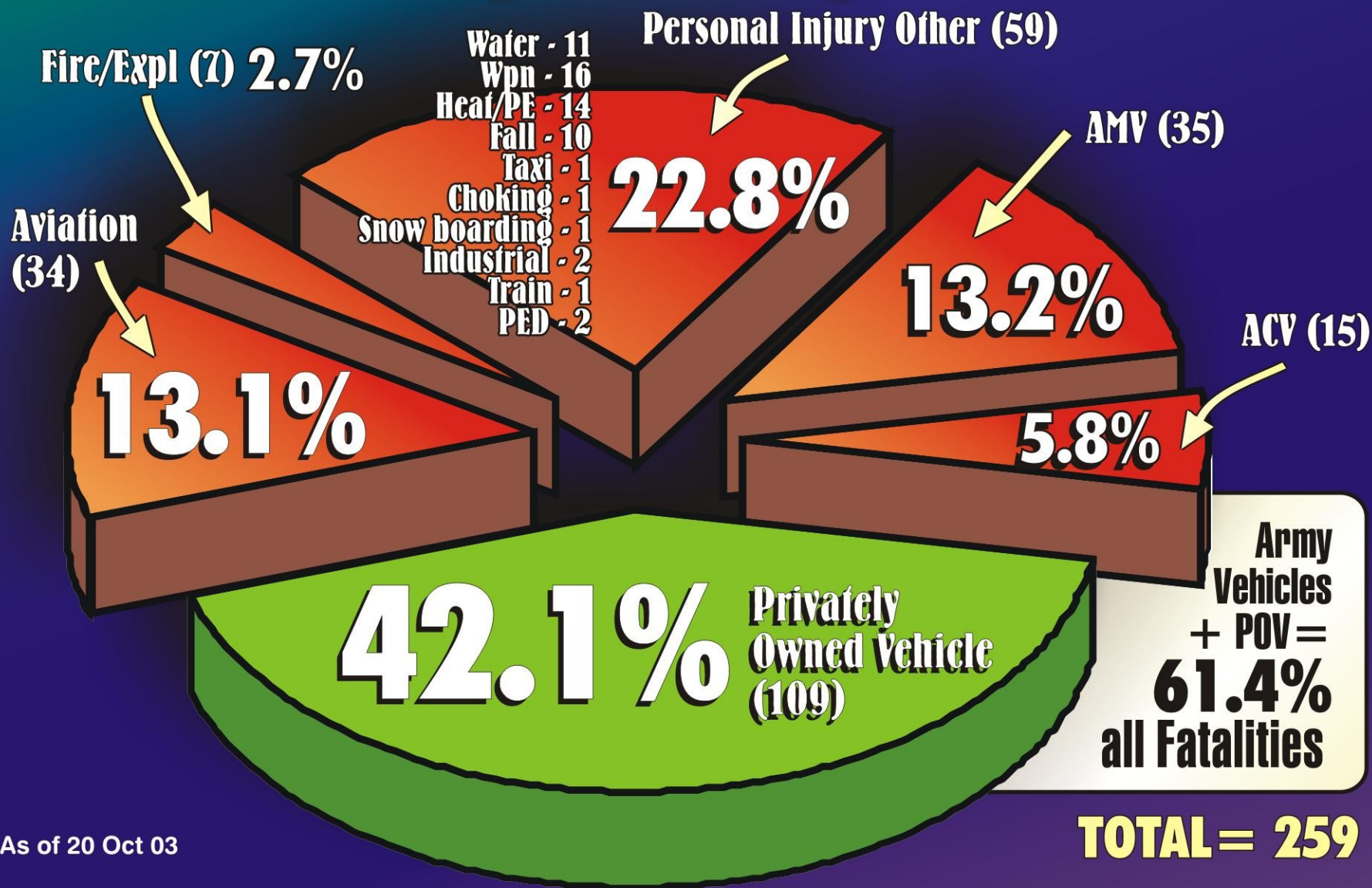
*Includes 2 Industrial Vehicles

YTD FY02 Army Fatalities



As of
1 Oct 02

FY03 Army Military Fatalities





IID Army Motor Vehicle Accident Cause Factors FY 02



- **No US Fault 67**
- **Misjudged Clearance 89**
- **Unsafe Driving 34**
- **Unsafe Backing 15**
- **Failure to maintain control 16**
- **Improper Ground Guide Procedures 13**
- **Drunk driving 01**
- **Failure to obey traffic signal 01**
- **Following to close 11**
- **Unsafe lane change 06**
- **Failure to maintain lane 04**
- **Mechanical Failure 01**
- **Failure to use chock block 02**
- **Failure to set parking brake 01**
- **Failure to perform TC/VC duties 01**



21D Accident Statistics FY02



CLASS

A

B

C

3+1 AVN

0

35

TOTAL COST: \$25,229,739.00

FATALITIES: 4 = 2 SM, 2 KN



21D Army Motor Vehicle Accident Cause Factors FY



- **No US Fault 56**
- **Misjudged Clearance 39**
- **Unsafe Driving 58**
- **Unsafe Backing 15**
- **Improper Ground Guide Procedures 13**
- **Failure to perform TC/VC duties 08**
- **Following to close 06**
- **Unsafe lane change 06**
- **Failure to maintain control 05**
- **Improper passing 05**
- **Improper turn at intersection 03**
- **Unsafe start from a stop 02**
- **Mechanical malfunction 02**
- **Fail to obey traffic device/ Fail to YR of W 02**
- **Failure to employ chock block 01**
- **Excessive speed 01**
- **Improper use of air brakes 01**
- **Icy road conditions 01**



21D Accident Statistics FY03



CLASS

A

B

C

7

2

52+1Avn

TOTAL COST: \$ 3,794,693.00

**FATALITIES: 6 = 5 SM, 1KN 1SM on PCS
leave
involved in motorcycle accident in the US.**

As of: 30 Sep. 03



Leading Causes of 2nd Accidents in Korea



- Excessive speed for road due to weather and traffic conditions
- Following too close / Improper passing
- Failure to maintain control (especially when a crisis strikes - over control)
- Improper backing / Misjudging clearance
- Inattentive driving
- Failure to understand the habits of Korean drivers, cyclists and pedestrians



Common Causes:



Each of these causes can be described as an example of what?

Indiscipline:

A soldier knowingly chooses to violate a military standard or safety rule.



Material failure and environmental factors

combined, account for 15% of all accidents.

What causes the other 85% of the accidents?

Human Error



Accident Cause Factors



- ***Human Error -***

An individual's actions or performance is different than what is required and results in or contributes to an accident.

- ***Materiel Failure/Malfunction -***

A fault in the equipment that keeps it from working as designed, therefore causing or contributing to an accident.

- ***Environmental Conditions -***

Any natural or manmade surroundings that negatively affect performance of individuals, equipment or materials and causes or contributes to an accident.



Accident Cause Facto (continued)(scenario



- ***Human Error -***

An untrained soldiers performance results in or contributes to an accident. Poor PMCS procedures. No supervision during PMCS.

- ***Materiel Failure/Malfunction -***

A fault in the Airbrake system of the HEMMT keeps it from working as designed, therefore causing or contributing to an accident.

- ***Environmental Conditions -***

The steep down grade and narrowness of the road, combined with the hazy weather conditions negatively affected performance of individuals, equipment or materials and causes or contributes to an accident.



Sources of Human Error



- ***Individual Failure -***

Soldier knows and is trained to standard but elects not to follow the standard (self-discipline).

- ***Leader Failure -***

Leader does not enforce known standard.

- ***Training Failure -***

Soldier not trained to known standard (insufficient, incorrect or no training on task).

- ***Standards Failure -***

Standards/procedures not clear or practical, or do not exist.

- ***Support Failure -***

Equipment/material improperly designed/not provided.



A GOOD POLICY TO FOLLOW



- HAVE AT A MINIMUM OF 12 MONTHS DRIVING AND TC/VC EXPERIENCE IN COUNTRY IN THE VEHICLE AT ALL TIMES BETWEEN THE DRIVER AND THE TC/VC

**EXAMPLE: DVR 8 MTHS/ TC 4 MTHS
TC 9 MTHS/ DVR 3MTHS etc...**

SAFETY FIRST

“LEADERS MAKE IT HAPPEN HOOAH”



Example of Leader, or Individual Failure:



Conducting PMCS with the book, by the book, every time is Mandatory! Operators Manuals (-10's): Apply to **all** equipment; weapons, vehicles, radios, aircraft, stoves, etc. Remember the deficiency you find and correct may save a life.



When conducting a PMCS on a vehicle, what is the first WARNING listed in table 2-1 of the Operators manual?



WARNING

Always remember the
WARNINGS, CAUTIONS,
and **NOTES** before
operating the vehicle and
prior to conducting PMCS.



WARNING

An operating procedure, practice, etc., if not correctly followed, could result in personal injury or loss of life.



CAUTION

An operating procedure, practice, etc., which if not strictly observed, could result in damage to or destruction of equipment.



NOTE

An operating procedure, practice, condition, etc., which is essential to highlight.

Contributors to Army Accidents

- **Leadership** (*Risk Decisions*)
- **Proficiency** (*Training*)
- **Indiscipline** (*Standards*)

**Department
of the
Army**



**Company
Level**



Leaders' Responsibilities



Statistics show that 85 percent of all accidents are caused by human error, and supervision is the key to preventing human error. Simply put, leaders can reduce human error by establishing sound standards and consistently enforcing them. Failure to enforce a standard serves to establish a new, lower standard that may one day result in an accident.



Leader's Duties and Responsibilities



- Know the mission
- Know the standards
- Enforce the standards
- Know their soldiers' capabilities and limitations
- Ensure that soldiers are properly trained
- Ensure proper PMCS is completed by the -10
- Perform risk assessment/management
- Provide proper supervision



Soldier's Responsibilities



- Understand and perform the mission – to the standard
- Know the standards
- Execute the standards
- Soldier must know his or her capabilities
- Know the equipment capabilities



Driving in Korea is a Team Sport!

EVERYONE HAS A POSITION AND A ROLE TO PLAY

VEHICLE COMMANDER

SUPERVISE
NAVIGATE
CLEAR TO THE RIGHT
GROUNDGUIDE



EXECUTE



CONTROL



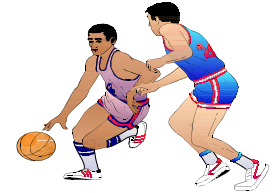
COMMUNICATE



SCAN



PROTECT



DEFEND

DRIVER

CONTROL VEHICLE
MAINTAIN LANE
MAINTAIN SPEED
CLEAR TO THE LEFT

TEAM UP FOR SAFETY!

COMMAND SAFETY OFFICE
732-7061/7032/7034



**Historically the US Army has
suffered more losses to
accidents than through
enemy action while
deployed to combat
theaters.**



**True or
False**



Safety on the Battlefield



- Protect the force; there are 10 times more accidents in combat than in peacetime.
- Apply risk management to the planning, execution, and review phases of operations.
- A strong peacetime program will carry over into battlefield operations.



Right Lane Division

Safe Operations of Vehicles



CG's Policy statement #11

1. All tactical vehicles whether single or in convoy must travel in the right hand lane at all times except;
2. Seat belt wear is mandatory for all vehicle occupants in vehicles with fixed seats.
3. All personnel riding in a tactical vehicle north of TDC or during any tactical road movement will wear the kevlar helmet.



Right Lane Division

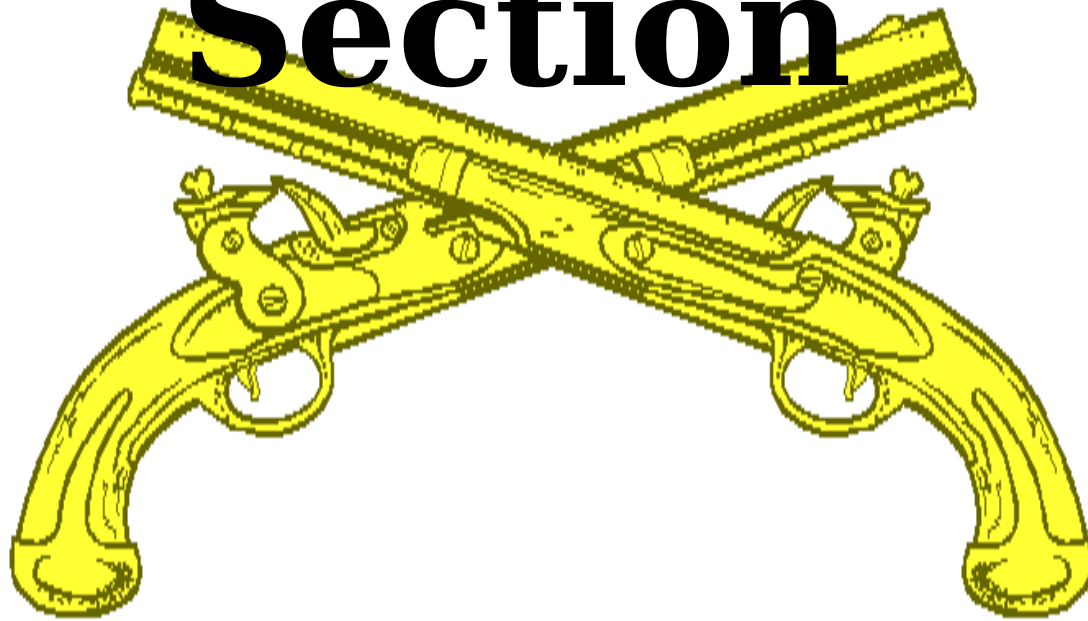
Safe Operations of Vehicles



IAW 2ID Reg. 600-5

1. Kevlar helmets are required when operating or riding in the passenger seat of all tactical vehicles LMTV and above regardless of the type of travel.
2. Kevlar helmets will also be worn while riding in the back (cargo) area of any vehicle i.e. LMTV/ FMTV/ HUMMWV, to include those soldiers in civ. Clothing.

21D Provost Marshal Traffic Section



Mission



MISSION



The Traffic Section provides accident investigation support, traffic control, traffic surveys, radar operations, route reconnaissance and other services as determined by the Provost Marshal



DRUNK DRIVING



- **Do not drink alcohol prior to any driving operation.**
- **BAC levels;**
 - > **Drunk on Duty 0.05%**
 - > **Drunken Driving 0.10%**
- **Drunken or Reckless Driving Penalty;**
 - > **Resulting in personal injury**
 - Dishonorable discharge, forfeiture of all**



DRUNK DRIVING (con't)



- > No personal injury involved;
Dishonorable discharge, forfeiture of
pay and allowances, confinement 6 m**





Traffic Violations



- **DD Form 1408 (Armed Forces Traffic Ticket)**
- **License can be suspended for one serious traffic violation.**
- or**
- **Accumulation of 12 traffic points within 12 consecutive months**
- or**
- **Accumulation of 18 traffic points within 24 consecutive months**



Traffic Violations (con't)



- **Do not think traffic points will not follow you.**
- **Traffic office at losing installation will forward driving record to gaining installation.**
- **Prevention:**
 - > Do not do it!**
 - > Do a good PMCS (Speed Odometer)!**



2ID SPEED LIMITS



**PER ORDER OF THE COMMANDING GENERAL,
Speed Limits For All Tactical Vehicles Are
Changed As Follows:**

Outside Of Built-up Areas: 25 mph (40 kph)

**Within Built-up Areas: 15 mph (25 kph) 3
Buildings or more permanently erected.**

For Tracked Vehicles:

Outside Of Built-up Areas: 20 mph (32 kph)

Within Built-up Areas: 10 mph (16 kph)

TMP Vehicles (Max 64 Kph)

**All vehicles drive in the right hand lane
when**



TRAFFIC ACCIDENTS



- **Report all traffic accidents**
- **Drivers at fault in traffic accidents resulting in injury will have their license suspended.**
- **Only to be reinstated by CO of MSC or separate battalion or company.**
- **If at fault in a fatality accident, your license is suspended. Not allowed to retest for a period of one year.**

References: 2ID Reg. 56-4 (Drivers Training/Testing/Licensing)



TRAFFIC ACCIDENTS

(cont)



- **If you are involved in a traffic accident stay at the location or leave someone there if you have to leave the scene to call the military police.**
- **If KNP and the other vehicle leave and military police have not arrived, stay there.**
- **If possible get the KNP officers name and KNP box.**



STATEMENTS



- **Written**
 - > **Include a detail description of the accident including date, time, and location.**
 - > **Take your time and describe everything.**
- **Verbal**
 - > **Include everything mentioned above.**
 - > **Do not give opinions, give the facts.**



STATEMENTS (cont)



Make No False

Statements

Penalty
Dishonorable discharge,
forfeiture of all pay and allowances,
and confinement 5 years.



TRAFFIC ACCIDENTS

(cont)



- **Vehicle Commander (VC)/Senior Occupant.**
 - > **All vehicles must have a VC or senior occupant in the rank of corporal or above when operating off post.**



TRAFFIC ACCIDENTS (cont)



Senior Occupant Clause (USFK Reg 190-1, D-1b)

**The senior occupant will take
appropriate action
to ensure the safe operation of a
government
Vehicle.**



BRIBERY



- **Only POV to POV traffic accidents can be handled amongst the drivers.**
- **If you are the operator of a tactical vehicle regardless of damages you must report the traffic accident to the military police.**
- **Penalty**
Dishonorable discharge, forfeiture of all pay and Allowances and confinement for 5 years.



Korean National Police (KNP) Investigations



Dealing With KNP



- **Cooperate**
- **ID Card**
- **SOFA Card (01 July 2000)**
- **If Jailed by KNP: Custody Receipt**
- **If Charged by KNP: Flag Action**



QUESTIONS



**Traffic NCOIC: 730-
4409**

SPC STROPKEY

**MP Desk: 730-
4417/4418**



LESSON LEARNED

United States Army Safety
Center

“Role of the NCO”



The Role of the NCO in Accident Prevention



Soldiers who wear the noncommissioned officer chevron-shaped strips on their sleeves represent a unique Army strength. Today's NCO is the front-line trainer and role model for our soldiers and the motivating force for driving down accident losses.



The NCO Creed



“No one is more professional than I—the Noncommissioned Officer, leader of soldiers.”



Is this an example of a “leader of soldiers?”



An ammunition platoon received a FRAGO to move quickly to another position. In their haste, they decided to forego a safety briefing. The NCOs failed to brief the convoy route, catch-up speed, and hazards of night movement. They also failed to ensure their soldiers were using seatbelts. In the confusion of the hasty departure, one vehicle lost sight of the vehicle in the front, hit a guardrail, and overturned. Three passengers received neck injuries.



Is competence the watchword of the gun chief on the howitzer?



As the number one canonner knelt in front of the breech of his howitzer to close the firing lock, the howitzer fired, striking him in the face.



NCO Creed



“I am proud of the NCO Corps
and will at all times conduct
myself so as to bring credit
upon the Corps.”



Is this an example of bringing credit upon the NCO Corps?



The speeding automobile ran off the road and slid sideways almost 200 feet. The car flipped twice and hit a tree, killing both occupants who were not wearing seatbelts. The drunk driver was an off-duty NCO.



NCO Creed



“Competence is my watchword.
My two basic responsibilities
will always be uppermost in my
mind—accomplishment of my
mission and the welfare of my
soldiers.”



NCO Creed



“All soldiers are entitled to outstanding leadership; I will provide that leadership.”



Be a Role Model for the young soldiers— they are entitled to nothing less



As we came through the ranks, our NCOs taught us the meaning of discipline, leadership, and standards. We must pass that along. Effective leaders identify hazards in night movements and take the proper steps to mitigate those hazards. Teaching and enforcing standards prevents young soldiers from screwing-up crew drills and injuring themselves or others. Disciplined soldiers wear their seatbelts. When was the last time you made an on-the-spot correction when a soldier failed to wear his/her seatbelt? Caring for soldiers requires us to take the hard right



Remember when it comes to safety:



“I will not forget, nor will I allow
my comrades to forget that we
are professionals,
Noncommissioned Officers,
leaders!”

NCOs Lead the Way....Safely!



REVIEW



- **DIT Requirements**
- **Command Philosophy**
- **What is an Accident**
- **Class A-D Accidents**
- **Causes Factors**
- **Leader/Soldiers' Responsibilities**
- **Lost Resources**
- **Right Lane Division**
- **Provost Marshal**
- **Lessons Learned (Role of the NCO)**



R. Shawn Lewis / Gallipolis Daily Tribune





0.7 SECONDS

A photograph of a red car that has been crushed against a large tree trunk. The car is severely damaged, with its front end flattened and its roof caved in. The background shows a wooded area with many trees and a paved road. In the distance, a white van is parked on the road, and a few people are standing nearby. The text is overlaid on the image in a bold, italicized, black font.

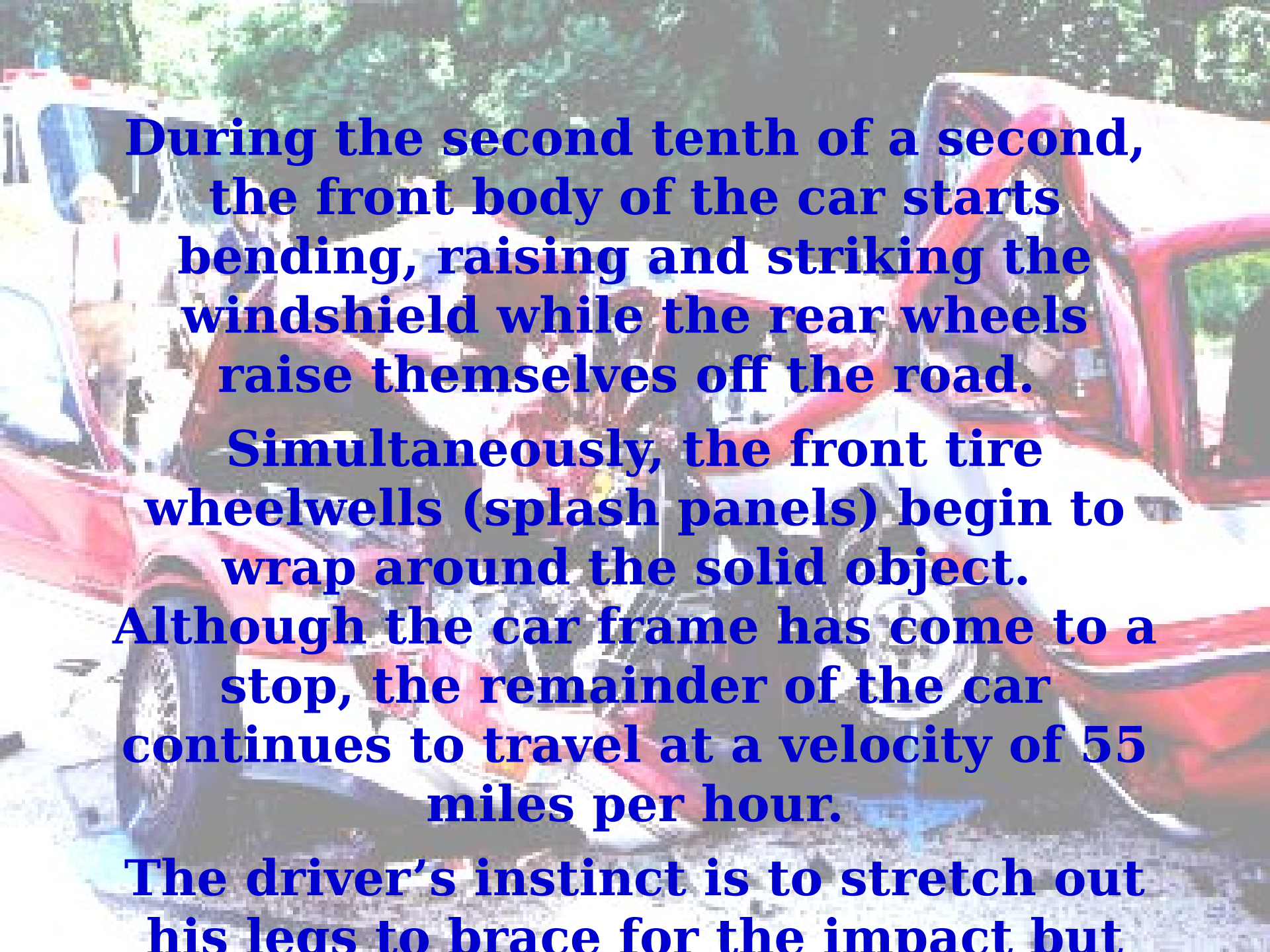
***Do you know what happens
in
the first FATAL second to a
car
traveling at 55 miles per
hour
when it hits a solid object?***



In the first tenth of a
second,

the front bumper & grill

ARE DESTROYED



During the second tenth of a second, the front body of the car starts bending, raising and striking the windshield while the rear wheels raise themselves off the road.

Simultaneously, the front tire wheelwells (splash panels) begin to wrap around the solid object.

Although the car frame has come to a stop, the remainder of the car continues to travel at a velocity of 55 miles per hour.

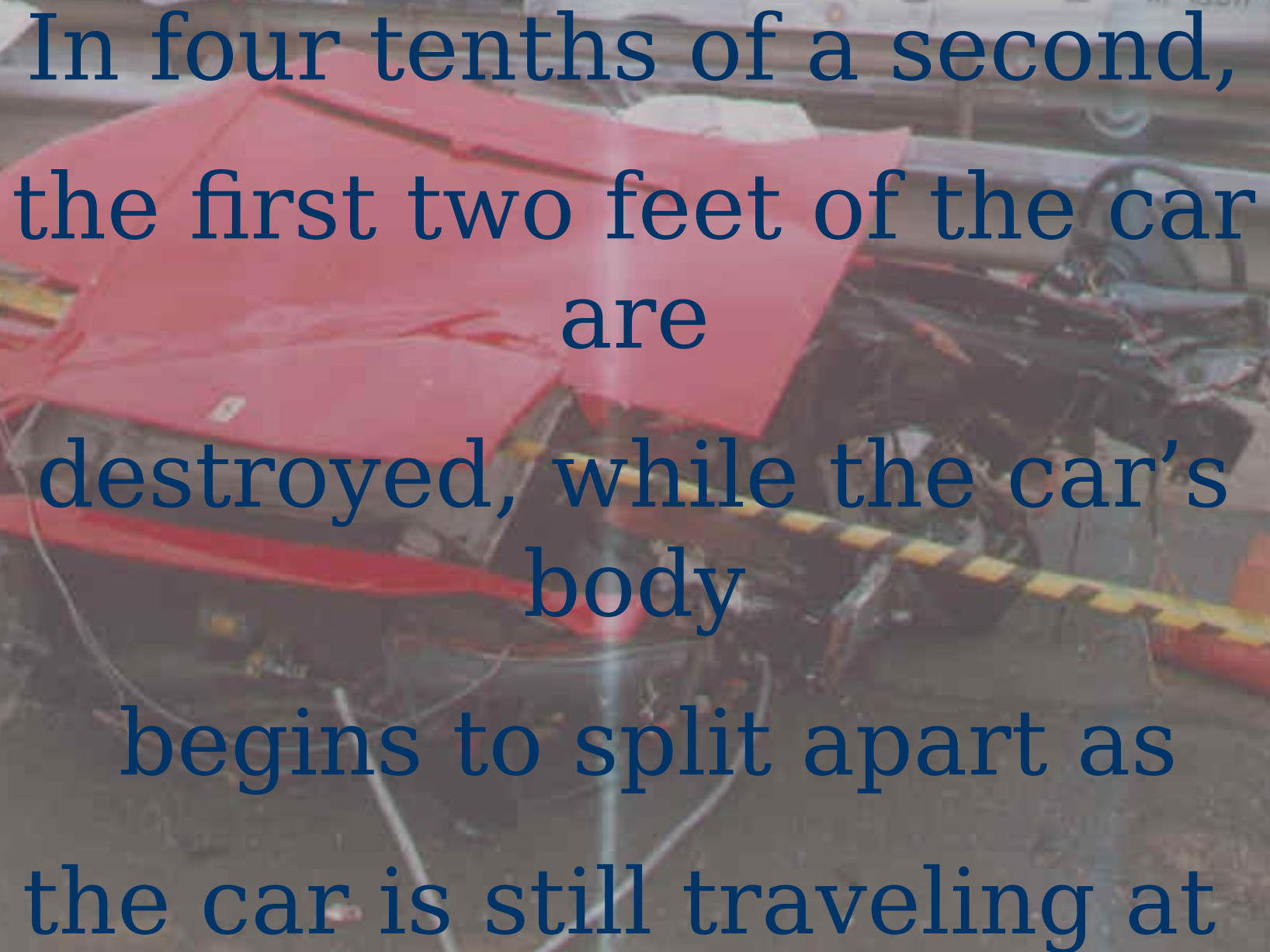
The driver's instinct is to stretch out his legs to brace for the impact but

**During the third tenth of a
second,**

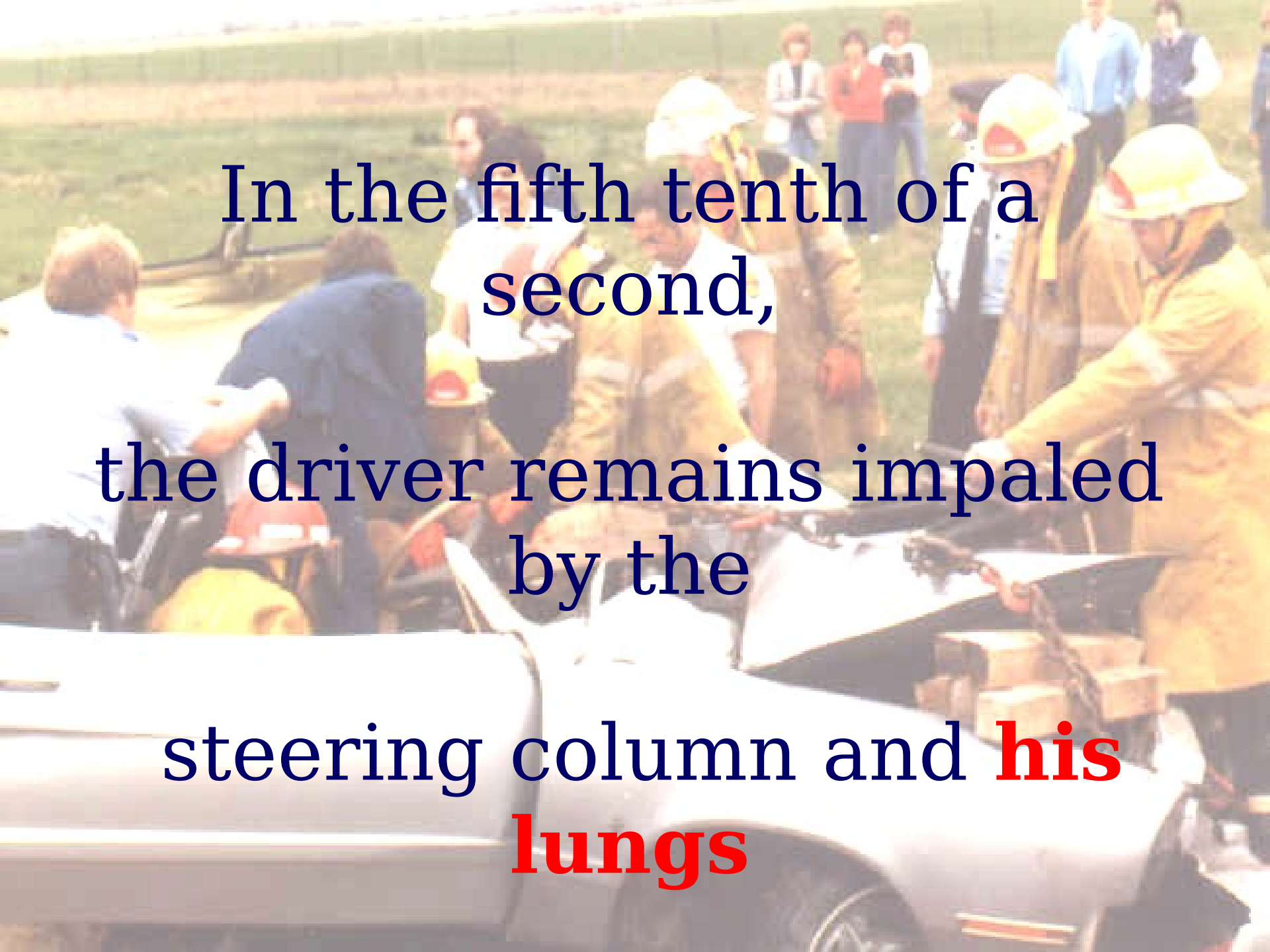
**the steering wheel begins
to**

**disintegrate and the
steering**

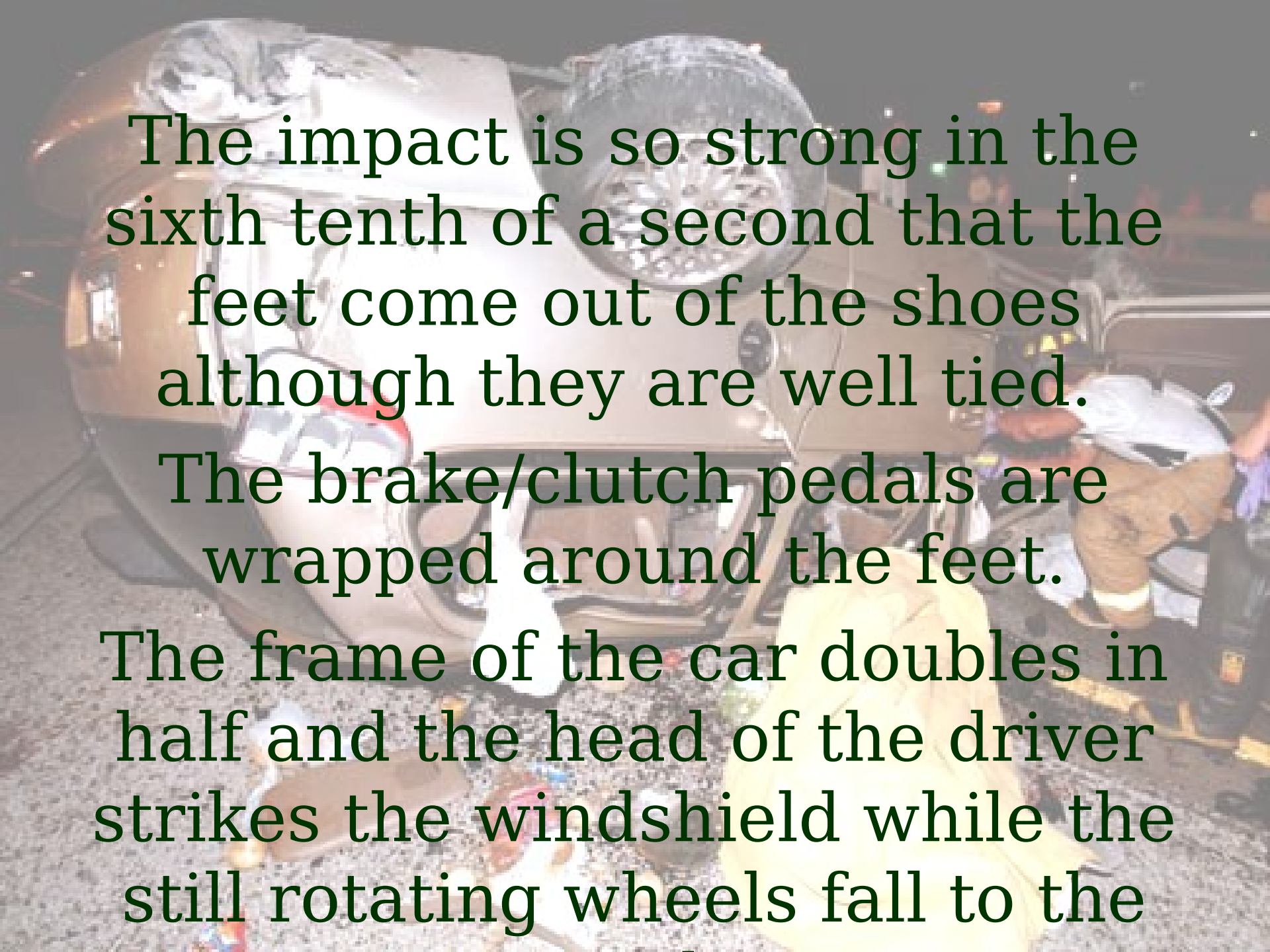
column reaches the

A photograph of a car crash scene. In the foreground, the front end of a red car is completely destroyed, with the hood and front fenders crumpled and bent upwards. The car is on a paved surface. In the background, a white van with the license plate 'M-15311' is parked. Several people are standing around the scene, some looking at the damaged car. A yellow and black striped caution tape is stretched across the ground in front of the damaged car.

In four tenths of a second,
the first two feet of the car
are
destroyed, while the car's
body
begins to split apart as
the car is still traveling at



In the fifth tenth of a
second,
the driver remains impaled
by the
steering column and **his
lungs**



The impact is so strong in the sixth tenth of a second that the feet come out of the shoes although they are well tied.

The brake/clutch pedals are wrapped around the feet.

The frame of the car doubles in half and the head of the driver strikes the windshield while the still rotating wheels fall to the

A photograph showing the interior of a red car that has been crushed. A person is trapped inside the wreckage, which is heavily deformed. The text is overlaid on the image.


In the seventh tenth of a second, the axles and the doors collapse, trapping the driver.

It does not disturb the driver because *he is already dead*, and the last three tenths of a second do not mean

A photograph showing emergency responders at a car crash scene. A man lies on a stretcher, surrounded by firefighters and paramedics. The scene is at night or in low light, with emergency lights visible. The responders are wearing uniforms and using equipment to manage the situation.

NOW, WHO WANTS TO

WEAR A SEAT BELT?



**This is dedicated to all the
Emergency Medical personnel
that risk their lives daily to help
alleviate Human pain & suffering
and
To those persons who are
responsible for driving a car or
vehicle.**



KOREAN DRIVING HAZARDS

VHS Video
“Driving in Korea”



COMMON KOREAN ROAD HAZARDS



- Heavy Traffic
- Poor Road Conditions
- Road Width Versus Vehicle Width
- Undeveloped Safety
- Variety Of Vehicles
- Pedestrians
- No sidewalks in rural areas w/ very narrow roads.
- Dangerous Intersections



COMMON KOREAN ROAD HAZARDS



- Vehicles parked in the road at intersections, or around blind curves.
- Food/ **Drinking** establishments on the side of the road, that serve **alcohol** to drivers.
- Heavy fog everywhere but especially in low lying areas, near water, and in the mountain areas.
- **BLACK ICE** forming on the roads in shaded areas.
- Snow causing slick roadways, and hiding other potential hazards.



ROAD CONDITIONS



Green: Conditions are normal.

Amber: Travel is restricted to official business only.

Red: Travel is restricted to emergency vehicles only.

Black: Travel is restricted as roads are impassable.

Remember weather conditions can change quickly.

2ID Reg. 55-5



Heavy Traffic with parked vehicles



Road width with park vehicles



Construction Warning



UNDEVELOPED SAFETY



NUMEROUS NO NOTICE CONSTRUCTION SITES



Hand cart – note the direction of travel



One-eye buffalo



4 15:32

One-eye buffalo version #2



One-eye buffalo version #3



Terminators



Little school kids waiting for the bus – note the fast



Pedestrian – note there are no crosswalk



TERMINATOR IN ROCK DROP



RICE DRYING



RICE DRYING



ICY CONDITIONS



POSSIBLE BLACK ICE



Loss Control Due To Road Condition



NEARING ZERO VISIBILITY



KOREAN DRIVING CUSTOMS



- Aggressive Drivers
- Taxis, Scooter Delivery, And Buses
- Korea and Alcohol
- Inattentive driving



Safe Driving:



- Pride In Your Ability
- Concern For The Safety Of Others
- Cooperation With Others
- Respect For The Rights Of Others
- Yielding The Right Of Way

= Good Attitude



WHAT IS DEFENSIVE DRIVING?

The National Safety Council defines defensive driving as “driving to save lives, time and money in spite of the conditions around you and the actions of others.”



- Defensive driving saves lives. Drivers learn the knowledge and skills needed to avoid preventable collisions. About two-thirds of all collisions are considered to have been preventable.
- Defensive driving saves time. Not time on the road hurrying from one place to another, but time lost due to injury and car damage.
- Defensive driving saves money. Money lost due to injury, car damage, traveling from one place to another, and lost work time.



5 Characteristics of a Defensive Driver



Defensive driving does not require a high degree of special training. The characteristics of a defensive driver are the same characteristics that apply to many aspects of our lives. The five most important characteristics of a defensive driver:



1. Knowledge



Defensive drivers take time to educate themselves about safe driving techniques. They know how to recognize hazards and collisions. They know the traffic laws in their area. This knowledge helps them know how to act correctly and quickly in traffic situations. They also know how to properly maintain their vehicles in a safe operating condition.



2. Alertness



Defensive drivers are alert, both to traffic conditions and to how their own mental and physical conditions may affect their driving. They pay attention to the traffic situation to the front, side and rear, glancing in rear and side view mirrors many times a minute. They give all their attention to the task of driving.



3. Foresight



Defensive drivers know their worst enemy is the unexpected. They never assume the other driver will do the right thing. They anticipate hazards by scanning the road to size up the traffic situation as far ahead as possible. In this way they are able to prepare for hazards rather than simply react to them. They practice long-range foresight by keeping their vehicle well- maintained, by checking them before driving, and by always wearing a safety belt.



4. Judgment



Good drivers use common sense and knowledge to make decisions wisely and quickly. They maintain control of their behavior, resisting the temptation to make risky maneuvers to get somewhere faster or to outmaneuver other drivers. They pass only when it is safe, and always look for the safest, rather than the speediest, alternative in any traffic situation. They are courteous, even when other drivers are not.



5. Skill



Defensive drivers develop the skills necessary to operate a vehicle properly and safely. They know the safe and legal way to make turns, change gears, brake and pass. They can “listen” to their cars for signs of engine trouble and they can perform simple emergency repairs, such as changing a tire.



Types Of Drivers



- Aggressive
- Distractive
- Speeder
- Timid
- Sleepy
- Indecisive
- Automatic
- Good Driver



The Aggressive Driver



EASY TO SPOT. He/ she is usually tailgating and won't hesitate to cut in front of another driver. The message they are usually sending is get out of my way. This driver tends to think of driving as a race and wants to get to the finish line first.



The Distracted Drive



A driver who spends his/her time behind the wheel thinking of anything but driving.



The Speeder



Some speeders just like to drive fast. Others drive that way because they are a little behind schedule. Can't manage time wisely.



The Timid Driver



A driver who drives so slow he/ she cause traffic to get tied up and causes others to brake suddenly. If you are this type of driver learning defensive driving techniques might be a way to boost your confidence.



The Sleepy Driver



Some are lulled into this state by the sound of the engine.

Some are fatigued before climbing into the cab.







2001 4 9



The Indecisive Drive



They never quite know what they want to do. Example: Should I speed up or should I slow down or should I change lanes or should I turn here?



The Automatic Drive



These drivers are calm, their eyes are fixed on the road ahead, but actually their minds are a million miles away.



The Good Driver



The Good Driver has a little of all the other traits. The Good Driver tries to be aware of these tendencies and balance them with extra caution and common sense. They pay attention to what is going on around them and practice courtesy and defensive driving.



Post Mishap Actions



- Insure that the site is safe
- Care for the injured
- If possible, move the vehicle to a safe location
- Mark the vehicle and place triangles
- Notify the MP'S
- Notify your chain of command
- Keep soldiers off the road



Vehicle Accident Prevention Program



- DIT (First Chance)
- Observations (Second Chance)
- Accident Investigations (Chance for someone else to learn from your mistake)



Roadside Checks



- Operators Qualifications
 - License, DIT, Seasonal Training
- Log Book
 - ULLS 5987-E and 5988-E, Risk Assessment
- Equipment
 - Post Accident PMCS IAW -10 and -20
 - All BII including -10,
 - Emergency #'s and a means of communicating with unit.



Roadside Checks



Most common deficiencies found are,

- Engine oil/Brake fluid low
- Items missing from the BII including Warning/ First aid kits and Fire ext. or no keys available.
- Turn signal/ Brake lights inop.
- Dispatches/ 5988-E's not signed or filled out properly. Dispatch is too old. Not present.
- Generator/ Starters not properly mounted or have loose or missing bolts .
- Outdated -10 or no -10 at all.



fety of Use Message



- **If your vehicle has a SOUM then it must be in the Log book, Driver/Operator and primary TC/VC MUST be familiar with it.**
- **Even the newest vehicles have SOUMS shortly after being fielded to the using units.**
- **Emergency operating procedures for each vehicle differ and must be trained and practiced regularly.**



CSO



Duties/Responsibilities

- 24 hours on call
- Observes all key events
- Visits all Assembly Areas (At least once)
- Spot check of log books, vehicles and equipment, and discussion of exercise with junior soldiers
- Interview with peers



What We Don't Do



- Read you your rights
- Ask you to sign a sworn statement
- Recommend UCMJ action
- Release findings, recommendations and witness interviews to other investigating agencies



Review



- **Driving in Korea (Video)**
- **Korean Driving Hazards**
- **Korean Driving Customs**
- **What Is Defensive Driving**
- **Characteristics Of A
Defensive Driver**

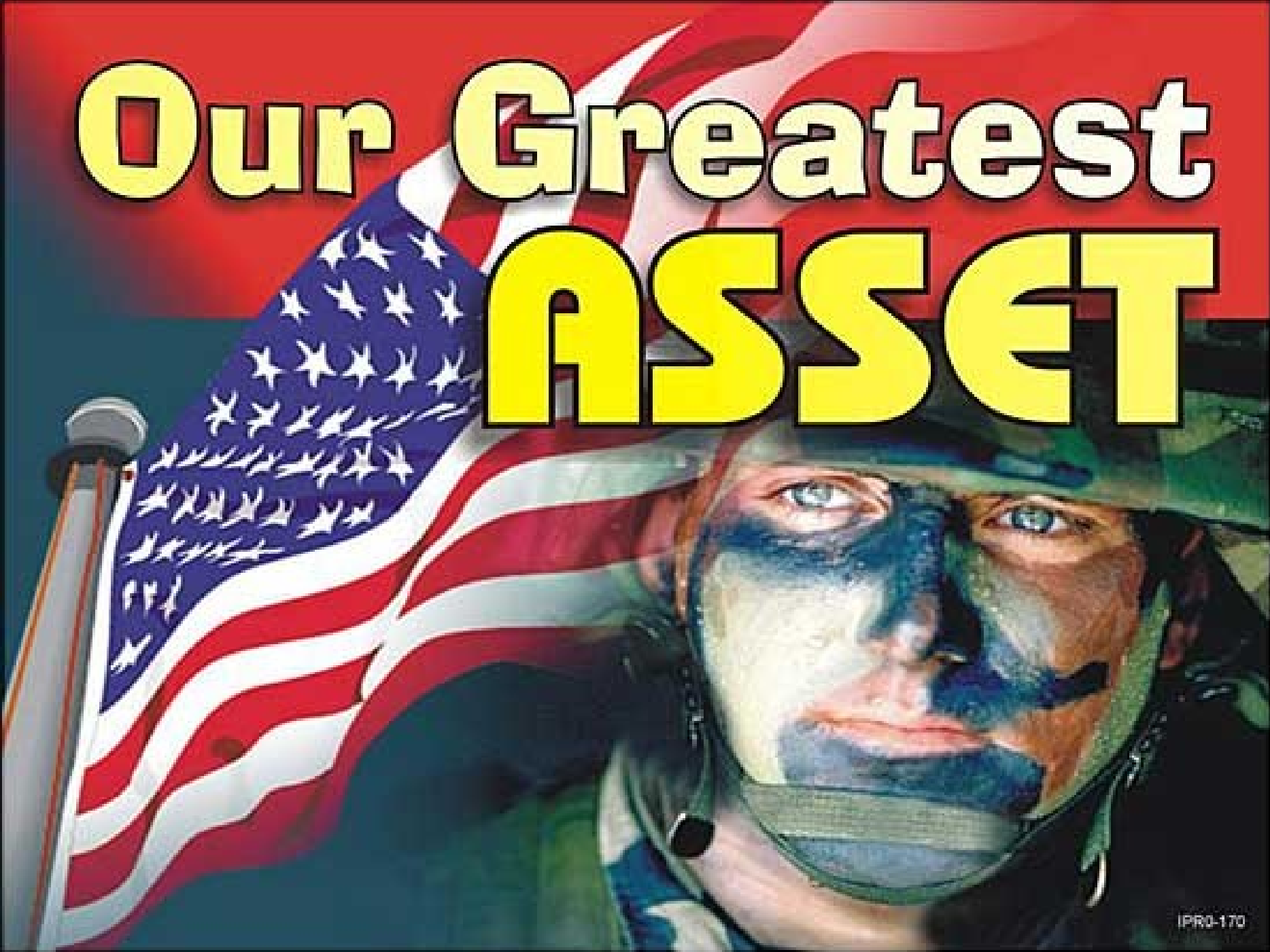


Review



- **Types Of Drivers**
- **Post Mishap Actions**
- **Vehicle Accident Prevention Program**
- **Roadside Checks**
- **Command Safety Office Duties And Responsibilities**

Our Greatest **ASSET**



**WE
ARE
COMING**



WAR PAINT

Soldier's Creed

I am an American Soldier.

I am a Warrior and a member of a team. I serve the people of the United States and live the Army Values.

I will always place the mission first.

I will never accept defeat.

WARRIOR ETHOS

I will never quit.

I will never leave a fallen comrade.

I am disciplined, physically and mentally tough, trained and proficient in my warrior tasks and drills. I always maintain my arms, my equipment and myself.

I am an expert and I am a professional.

I stand ready to deploy, engage, and destroy the enemies of the United States of America in close combat.

I am a guardian of freedom and the American way of life.

I am an American Soldier.



Questions?

- **Secure your equipment**
- **Police your area**
- **Dismissed**